

A PERIODICAL
PUBLICATION

LOG CHIPS

OF RECENT
MARITIME HISTORY

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AUGUST 1950

CAPE HATTERAS FROM LANDWARD

With John Shedd of Medel Shipways, we left Washington on a Saturday morning in May, and drove down through Southern Maryland and Tidewater Virginia. At West Point was the old three-stacked sidewheeler POTOMAC (ex ALBANY of 1880), her superstructure being ripped out in order to make use of her iron hull as a pulp barge.

At the Mariners' Museum we were received by John Lockheed, Harold Sniffen, and Bob Burgess, and found the Washington Ship Model Society in full possession. We next paid a quick call on Alec Brown, who is no longer connected with the Museum, and then shoved on to the southward.

In passing, it comes as something of a disappointment to note that in spite of the caliber of the men on the staff of the Museum and the unequalled sources of material available to them, so little attention is paid officially to research and publication. Except for a couple of reprints from "American Neptune" and such journals, practically nothing has been added to the Museum's list of publications since Pearl Harbor. The Mariners' Museum is reputed to be a richly endowed organization, and it is indeed unfortunate that it has been allowed to slide down to a level of semi-literacy.

We had saved an hour in going from Daylight Time to Standard Time, so we crossed Dismal Swamp and reached Elizabeth City with the evening still young. Here we dropped in on Albert W. Smith, who as a consulting engineer and shipbuilder has a broad acquaintance with the coastal region of Carolina. He gave us some pointers on what to see, and made a reservation for us at the hotel at Manteo. We pushed on to that historic city (near the first English settlement in North America) for the night, passing at Kill Devil Hill the spectacular monument commemorating the Wright Brothers first flight.

We spent the next morning beachcombing a couple of miles south of Nags Head. We missed seeing the Nags Head cottage which is decorated with name boards and carvings taken from local wrecks, but we found

plenty of wreckage on the beach. Most of this material was oak or pine, with some chestnut, iron-fastened, and it probably all came from wrecks occurring since 1920 of coasting vessels built since 1870. There is plenty of fresh water in the sands, and termites and dry rot are active, so it is indeed unlikely that any 18th Century material will turn up these days.

There are two ways to get from Nags Head to Hatteras by land. One can drive down the seaward side of the banks at low water, and risk sand-blast and salt spray damage to the car, or one can take the bus and risk a good shaking. At 2:30 PM that afternoon we took the bus at Manteo. It bravely shoves off into twin ruts among the sand dunes after most of the air has been let out of the tires to increase the flotation.

We crossed Oregon Inlet in the free ferry BARCELONA, and then entered a vast preserve populated only by Canada geese and Coast Guard stations. New Inlet, although still shown on most maps and charts, no longer exists, and we ignored the state-built causeway to drive across on dry sand.

Bits of wreckage showed up everywhere, but the only real wrecks were two LST's beached at Rodanthe, surplus vessels that broke away from a tow a year or so ago. The last 20 miles of road has pavement, south of Avon, and the tires were inflated to highway pressure again. This part of the bank has several villages, hills, pine forests, and even a lake. We passed Hatteras Light, recently relit after years of abandonment in anticipation of its being

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engulfed by the sea, and got to the hotel at Hatteras town just in time for an excellent dinner of fried bluefish.

Returning the next morning, we found a stiff northeaster blowing. Loose sand drifted into the ruts, and twice all male passengers had to fall out and bear a hand in pushing the bus. The little BARCELONA made a wet crossing of Oregon Inlet, but fortunately there is no fetch here to let the sea build up, and we reached Manteo again in time for a late lunich.

By daylight this time, we crossed Currituck Sound on the causeway, and rolled north through potato fields until the sudden deterioration in the quality of the highway signalled that we had crossed back into Virginia again. Near a fertilizer plant in Norfolk harbor we found the hulk of the four-masted schooner CHARLES H. MacDOWELL, which has been there for at least 17 years, but cannot last much longer.

Just south of Tappahannock (on the Rappahannock), the highway dips to cross the Piscataway. Here by the bridge are two hulks, one identified as the BERTHA of Weems, the other, farther away, as the schooner MILLIE FRANK, "built up North" (Port Jefferson, N.Y., 1870). We reached Washington again before midnight.

'RUDDER' SCHOONER ARTICLES REPRINTED

In November and December 1949, 'Rudder' printed an account of a passage from Norfolk to Portland, Maine, by Frederick Sturgis Laurence in 1897 in the four-masted schooner SARAH C. ROPES, Capt. Wm. R. Kreger.

Considering this narrative -- one of very few accounts of voyaging in the big coal schooners -- worth preserving in more permanent form, Charles S. Morgan of Boston has brought out a planographed reprint, to which has been added a brief account of the return voyage in the ALICIA B. CROSBY, Capt. G. W. Bunker. A couple of pen drawings by Andrew Nesdall have been added to the 'Rudder' illustrations by Allen Bechel, and also a portrait of SARAH C. ROPES by Stubbs and photos of Capt. Kreger and the author. There is a foreword by Capt. Kreger's son, Henry F. L. Kreger.

A 43-page booklet, "Coasting Passage" was issued in a limited edition. Copies are obtainable for 50¢ from C. S. Morgan, 81 Walnut Street, Arlington 74, Mass.

THE PORTUGUESE GRAND BANKERS

Thirty-two Portuguese sailing ships took part in the 1950 campaign on the Grand Banks and in Davis Straits. They sailed from Lisbon toward the end of March and during the first week in April. Because of the poor bait situation in Portugal, many of them baited at St. John's, NFL, for the Grand Banks campaign, and at North Sydney, C.B., before moving up to Greenland waters.

They included the four-masted schooners ARGUS, CREOULA, SANTA MARIA MANUELLA, JOSE ALBERTO (ex-CAROLINE, said to have been built at Marstal originally as a schoolship, and certainly looking as if this might well be true) -- this quartette is steel -- MILENA (ex BURKELAND, the only one built in USA: she is a product of Milton, Fla., yards in 1918), BRITES, NOVOS MARES, GROENLANDIA, SENHORA DA SAUDE, AVIZ, ADELIA MARIA, CONDESTAVEL, COIMBRA, VIRIATO (all wooden); the barkentine GAZELA PRIMEIRO; and the wooden three-masted schooners ANA MARIA, ANA PRIMEIRO, ANTONIO RIBAU, CRUZ DE MALTA, DOM DENIZ, HORTENSE, INFANTE DE SAGRES, LABRADOR, LOUSADO, MARIA DAS FLORES, MARIA FREDERICO, OLIVEIRENSE, PACOS DE BRANDAO, RIO CAIMA, RIO LIMA, SAN JACINTO, and SANTA IZABEL.

The GAZELA PRIMEIRO is probably the last barkentine sailing commercially in the European world, certainly the last operating in the North Atlantic. There might be an odd Italian or Greek still left in the Mediterranean, and some of the Indian traders in the Bay of Bengal carry a kind of barkentine rig.

In addition to the 32 vessels still operated, five old wooden three-masted Banking schooners are laid up in various Portuguese ports, mainly Lisbon and Gafanha, near Aveiro. These include the JULIA I, ILHAVENSE, TROMBETAS, and NEPTUNO II. Last year's casualties were the wooden three-masters JULIA IV and NAVEGANTE II. The former schooner LUZITANIA III was reconstructed as a motor vessel and is now named TERRA NOVA.

--ALAN VILLIERS

(Some of the above are identified on p. 62 and p. 92 of LOG CHIPS, vol. 1. GAZELA PRIMEIRO was built at Setubal in 1901 as GAZELA. Portuguese law requires a name change when an engine is installed.

See also Captain Villiers' article in the 'New York Times', 19 June 1950.)

DONALD MCKAY'S SHIPS AND THEIR OWNERS

It is just a century since Donald McKay began building his first clipper ship in East Boston. His grandson, Richard C. McKay, has given a full account of the McKay shipbuilding activities in "Some Famous Sailing Ships" (Putnam's, 1931), and there are some additional details in the introduction to Series 2 of Robinson & Dow's "Sailing Ships of New England" (Salmon, 1924), including material about McKay's bankruptcy in 1856.

George Francis Train's autobiography, however, gives rather a different picture of the financing of some of McKay's products in the '50's, and in view of these contradictions, and also of the conflicting opinions as to whether loss of the GREAT REPUBLIC was a financial blow to McKay, we have looked up the Boston registers in the National Archives to obtain the names of all the part owners.

We started with STAFFORDSHIRE, registered 6 Dec. 1850, and owned by Train & Thayer until 1858.

Next, STAG HOUND, 20 Dec. 1850: Sampson & Tappan 2/3 and Geo. B. Upton 1/3.

FLYING CLOUD, 26 Apr. 1851: Moses H. Grinnell, Robert B. Minturn, and Henry Grinnell, New York.

STAFFORDSHIRE, 1 Aug. 1851: Enoch Train and Frederick W. Thayer, co-partners.

NORTH AMERICA, 14 Oct. 1851: Pliny Nickerson 5/8, Nehemiah P. Mann 3/16, Albert Dunbar (master) 1/8, Elisha Foster 1/16.

FLYING FISH, 5 Nov. 1851: George M. Sampson and Lewis W. Tappan, co-partners.

SOVEREIGN OF THE SEAS, 19 June 1852: Donald McKay (all) until 17 June 1853.

WESTWARD HO, 15 Oct. 1852: Geo. M. Sampson and Lewis W. Tappan.

BALD EAGLE, 22 Nov. 1852: Geo. B. Upton.

EMPEROR OF THE SEA (sic), 28 Jan. 1853: Henry R. Wilson 6/32, Wm. McKim 4/32, David C. Wilson 9/32, Thos. I. Wilson 6/32, Jas. G. Wilson 3/32, Haslett McKim 4/32. Baltimore.

STAR OF EMPIRE, 9 May 1853: Enoch Train and Frederick W. Thayer, Enoch Train & Co., 1/2; Donald McKay 1/4, Andrew T. Hall 1/8, Albert H. Brown (master), 1/8, until 1855.

CHARIOT OF FAME, 3 June 1853: Enoch Train & Co., 1/2, Benj. Bangs 7/16, Allen H. Knowles (master) 1/16.

GREAT REPUBLIC, 22 Nov. 1853: Donald McKay (all).

ROMANCE OF THE SEAS, 9 Dec. 1853: Geo. B. Upton 3/4, Jn. M. Forbes 1/4.

LIGHTNING: 16 Feb. 1854. Donald McKay (all). Surrendered Liverpool 16 Mar. 1854.

CHAMPION OF THE SEAS, 24 May 1854: Donald McKay (all). Surrendered Liverpool 30 Dec.

JAMES BAINES, 8 Sept. 1854: Donald McKay (all). Surrendered Liverpool 29 Dec. 1854.

BLANCHE MOORE, 4 Dec. 1854: Donald McKay (all). Surrendered Liverpool 10 Feb. 1855.

SANTA CLAUS, 17 Oct. 1854: Wm. A. Harris 5/8, Geo. B. Harris 1/4, Bailey Foster (master).

BENIN, barque, 31 Oct. 1854: Donald McKay (all). Surrendered Liverpool 16 Dec. 1854.

COMMODORE PERRY, 10 Oct. 1854: Donald McKay (all). Surrendered Liverpool 10 Feb. 1855.

JAPAN, 9 Nov. 1854: Donald McKay (all). Surrendered Liverpool 4 March 1855.

DONALD MCKAY, 17 Feb. 1855: Donald McKay (all). Surrendered abroad 3 Aug. 1855.

The above listing covers all McKay's extreme clippers and the big ships he built for foreign owners. If we meet with any encouragement from readers, we will extend this list in both directions; but meanwhile some conclusions can be drawn from the data above.

In the first place, George Francis Train's boast that the SOVEREIGN OF THE SEAS was "entered in his name" is without foundation, unless he meant to convey that he was her loading agent. These records also show that the owners of the clippers did not participate in the custom of distributing shares of their vessels among masters, builders, and suppliers. There was money to be made with these big, fast ships, and the owners meant to keep it for themselves.

Probably for this reason, McKay built first the SOVEREIGN and next the GREAT REPUBLIC for his own account, selling the first just in time to finance the second. As to the loss of the REPUBLIC crippling McKay financially, the records show that while he did not thereafter keep a ship more than a few months on his own account, he was able to carry CHAMPION OF THE SEAS, JAMES BAINES, BLANCHE MOORE, BENIN, COMMODORE PERRY, and JAPAN simultaneously, apparently on contracts that did not call for full payment until all were delivered in Liverpool.

As a matter of fact, to lose a properly insured vessel loading cargo on her maiden voyage can be a fairly profitable operation. There can be little question of depreciation from first cost; the freight money can be insured; the value of stores can be recovered; and few stores have been consumed and practically no wages paid. The freight money is thus virtually clear profit, and the initial outlay on the vessel is refunded. The AUCHMOUNTAIN case ('Sea Breezes', v.21, p.198) is a good example.

THE SHIPBUILDERS OF COOS BAY:

E. KRUSE & BANKS.

Thanks to Mr. Victor C. West of North Bend, Oregon, we have some material on the ships built on Coos Bay, Oregon, which will be presented in the next issues of LOG CHIPS.

Coos Bay is a bar harbor in Southern Oregon, and its development has been much like that of Humboldt Bay, described in Volume 1 of LOG CHIPS. At Coos Bay the Port Orford cedar, a fragrant close-grained wood, takes the place of the redwood farther south as an important timber tree.

Entering Coos Bay from the sea, a ship heads first east, then northeast around North Point, then east again, and then southeast. North Bend is on the east side of North Point, and Marshfield (now Coos Bay) is farther south near the head of the bay.

A sawmill was established by A.M. Simpson of San Francisco at North Bend, and shipbuilding was carried on at the mill for many years. About 1898, K.V. Kruse came to North Bend and was associated with the Simpsons in building a vessel or two. In 1902, Kruse moved to Marshfield to build on his own account, his first vessel being the schooner ANNIE E. SMALE for San Francisco owners.

In 1906, Kruse took Robert Banks into partnership, the steam schooner CASCO probably being the first vessel built by Kruse & Banks, and in 1907 they moved to North Bend where there was more room, the Simpson interests having given up shipbuilding by that time. From 1907 until 1945 (when the yard was closed down and dismantled), Kruse & Banks and the corporation that they later formed built 62 vessels and 40 or 50 barges. Between the two World Wars, the firm had little new construction, but it built and rented barges, and did some repair work.

A complete list of vessels follows:

K.V. Kruse, Marshfield

1903

ANNIE E. SMALE 845 gross tons 4m.sch. 1904
HUGH HOGAN 392 3m.schooner 1905
OAKLAND 146 2m.gas schooner 1906
WASHCALORE 315 2m.gas schooner
Kruse & Banks, Marshfield
CASCO 569 Steam schooner

			1907
E.P. RIPLEY	170	Sta. Fe RR screw tug	
F.S. LOOP	794	Steam schooner	
R.D. INMAN	717	Steam schooner	
		Kruse & Banks, North Bend	
BANDON	642	Steam schooner	
		1908	
FAIRHAVEN	751	Steam schooner	
WILHELMINA	95	2m.gas schooner	
FIFIeld	634	Steam schooner	
		1909	
POWERS	212	Stern-wheel steam tug	
BARGE No.2	924	W.P.RR barge	
OSHKOSH	145	Gas freighter, Ore.coast	
		1911	
A.M. SIMPSON	774	Steam schooner	
OWL	47	Gas freighter, Bolinas.	
PATSY	155	Gas freighter, Ore.coast	
RUSTLER	39	Gas freighter, Ore.coast	
TILLAMOOK	281	Gas freighter, Ore.coast	
		1912	
DAVENPORT	911	Steam schooner	
FAY No.4	179	Gas stern-wheel, Sacr.R.	
MIRENE	46	Gas freighter, Ore.coast	
SPEEDWELL	914	Steam schooner	
		1913	
AKUTAN	167	Steam cannery tender	
SAN RAMON	993	Steam schooner	
FREDERICK	369	Lumber barge	
LAURENCE	370	Lumber barge	
WILMINGTON	990	Steam schooner	
		1914	
ROAMER	55	Gas freighter, Ore.coast	
		1916	
STANWOOD	1129	Steam schooner	
PORT ANGELES	1358	Steam schooner	
		1917	
FLORENCE OLSON	1185	Steam schooner	
FRED BAXTER	1294	Steam schooner	
HORACE X. BAXTER	1293	Steam schooner	
C. A. SMITH	1878	Steam schooner	
JOHANNA SMITH	1844	Steam schooner: turbines	
NORTH BEND	3009	U.S.Shipping Bd.steamer	
		1918	
BALADAN	3004	U.S.Shipp.Bd.steamer	
COCONINO	3013	U.S.Shipp.Bd.steamer	
FORT LOGAN	2534	U.S.Shipp.Bd.steamer	
FORT LEAVENWORTH	2532	" "	
KICKAPOO	3002	" "	
QUIDNIC	3004	" "	
		1919	
FORT LARAMIE	2240	6m.bktn (ex steamer hull)	
FORT LEWIS	2132	Steamer hull	
		1920	
ANNE HANIFFY	1343	Steam schooner	
K.V. KRUSE	1728	5m.schooner	
PACIFIC	1240	Steam schooner	
RYDER HANIFFY	1343	Steam schooner	

		1921
NORTH BEND	981	4m. schooner
ROOSEVELT	197	Stm. side-wheel ferry
	1923	
JUNO No.3	26	Diesel tug
	1925	
ARROW No.3	33	Diesel tug
	1926	
BRANT (diesel)	166	Fisheries patrol boat
VULCAN	14	Diesel tug
	1927	
TEAL (gas)	91	Fisheries patrol boat
	1929	
COOS BAY	17	Diesel tug
	1936	
SEA GIANT	125	Diesel purse-seiner
	1937	
THREE STAR	126	Diesel purse-seiner
	1939	
MINEO	102	Diesel purse-seiner
AURORA	18	Gas yacht
	1942	
YMS 121 (about 250)	USN	motor mine-sweeper
YMS 122	"	" (136-ft)
YMS 123	"	"
YMS 124	"	"
	1943	
YMS 265	"	"
YMS 266	"	"
YMS 267	"	"
YMS 268	"	"
	1944	
ATR 80 (about 680)	USN	steam tug
ATR 81	"	" (1315 tons displ.)
ATR 87	"	"
ATR 88	"	"
ATR 89	"	"

The WPA volume of Marshfield registers and enrollments (LC p.78), lists most of these craft, and from it we learn that V. Kruse owned the OAKLAND and WASHCARE. The former was sold to the Alaska S Co., and the latter was wrecked at C. Sebastian, Ore., in May 1911.

Robert Banks wrote us several years ago that the firm had built 10 wooden freighters for the Emergency Fleet Corporation during World War I. Nine of these are recognizable in the above list, and we strongly suspect that the schooner K. V. KRUSE represents the 10th. She had dimensions of 242 x 46 x 19.6 ft., compared to the Ferris steamers' 266 x 46 x 24, and it appears as though a steamer hull in frame had been finished off with 24 feet left out. Kruse & Banks owned 127/225 of this vessel, and the rest was widely held. They also owned 130/135 of the NORTH BEND, and 59.2592% of the PACIFIC, the Pacific Marine Iron Works of Portland, who supplied the engines, owning the rest.

MARITIME HISTORY AT THE CORCORAN

The Corcoran Art Gallery is around the corner in Washington from the national headquarters of the Red Cross, and we dropped in there last Friday after giving a pint of blood for the troops in Korea.

On the second floor of the Corcoran is a display entitled "American Processional 1492-1900", in which the history of America during those years is told in a display of prints and paintings gathered from a long list of lenders. It is scheduled to be there until 17 December 1950, but for the benefit of readers who will not be able to visit Washington we have noted some of the maritime highlights.

Flanking the stairs are two undated ship figureheads, CERES and another unidentified, which give promise of more marine material to come, and more there is in abundance. The colonial period is represented by the Massachusetts Historical Society's fine painting of the letter-of-marque BETHEL of Boston (c.1748); a drawing of the Hudson Bay Company fleet leaving Gravesend in 1769 by John Hood; a painting of Philadelphia in 1720 by Peter Cooper; and a Fourdrinier print of Savannah in 1734, which has a recognizable schooner in the foreground.

Among the Revolutionary War items are an engaging H. Gilder water color of the Lake Champlain engagement of 11 Oct. 1776, loaned by H. M. George VI, which shows ketches, lateeners, a two-topsail schooner, and a full-rigged ship; a spirited scene of the British fleet forcing the Hudson at Fort Lee in 1776 by Serres; four P. Ozanne sepia of French naval activities, in one of which a jury-rigged warship sets two half-raffees above a square crossjack on her mizzen, the gaff spanker being brailed in.

The burning of Tripoli in 1804 is shown in M. Corne's painting from the Rhode Island Historical Society; and there are two drawings by George Davidson of Gray's COLUMBIA in the Northwest in 1791-1792.

For the War of 1812, there is Thomas Birch's CONSTITUTION and GUEBRIERE. The period from then until the Civil War, the era of America's greatest maritime expansion, is correspondingly rich in marine items. Thomas Birch has painted the Fairmount Water Works in 1821 (Schuylkill River, Philadelphia) and included a steam-boat that is neither a side-wheeler nor a stern-wheeler, but which has a paddlewheel right aft on each quarter. The opening of the Erie Canal in 1825 is commemorated with a marine pageant painted by A. Imbert; Jos. Walters has immortalized the arrival of the GREAT WESTERN at New York in 1838, and Buttersworth the sailing of the yacht AMER-

ICA for England from Boston in 1851; and there are several views of Ferry in Japan, by both Americans and Japanese. An amusing item related to these last is a print of about 1861 giving a Japanese artist's idea of the interior of an American steamer.

Another steamboat item shows the BELLE CREOLE and MUSIC at New Orleans around 1850. Whaling is represented by the Peabody Museum of Salem's ship JULIAN and bark RICHARD, by B.F. West, about 1837. There are harbor scenes of Boston c.1829 (R. Salmon), Philadelphia c.1833 (Wm. Carr); Baltimore c.1840, Whampoa c.1845, and Canton c. 1847.

A fascinating oil, by J. Pringle, 1833, shows the Smith & Dimon shipyard in New York City. From the sawpit on the left where a two-man-powered treadmill handles the tackle for shifting large timbers, to the two big dogs watching a gang of men steaming planks on the left, it is filled with colorful detail.

For the Civil War, there are the burning of the HARVEY BIRCH by the NASHVILLE (1864; D. McFarland; loan from Peabody), a sketch of the Confederate submarine torpedo boat H. L. HUNTER by C. W. Chapman (1863), and an E. L. Henry oil of Union shipping at City Point (James River, Va.), in 1864 or 1865. J. W. Swift has depicted the KEARSARGE sinking the ALABAMA.

For the later period the only maritime items of note are the splicing of the Atlantic cable aboard the GREAT EASTERN in 1866 by R. Dudley, and a Currier & Ives lithograph of the Brooklyn Bridge, with a very anomalous vessel in the foreground: a single-topsail iron steam auxiliary full-rigged ship flying the Red Ensign.

The only model in the display is a schooner yacht labelled as a 19th Century U.S. Revenue Cutter; but it is obviously nothing of the sort.

SAILING SHIP NEWS

ALMIRANTE SAIDANHA, Braz. aux. 4m. tr. sch.

15 April left Rio; due Barrow 4 June for extensive refit.

ARMORICAIN, Fr. aux. 3m. sch. 5 May left Faral for St. Pierre; put back 8th for repairs; sailed again 10 May 1950.

BADGER, Br. aux. m/v (ex 4m. sch DANEFOLK)

Converting at Grimsby into shark fishing and factory ship, W. African coast.

C. A. THAYER, 3m. sch. Docked 6-7 March; loaded Leslie salt; scheduled to sail Paulsbo for Bering sea, 10 April.

AUGUST 1950

C. S. HOLMES, barge (ex-4m. sch.). May 1950 bought by Tahsis Co., Ltd. of Nootka Snd., B.C., for log barge. 3 June at Port Alberni.

Canadian barges. In addition to C. S. HOLMES and SOGNE C., FOREST FRIEND, ISLAND STAR (ex-STAR OF ENGLAND), and LORD TEMPLE-TOWN are regularly carrying hog fuel from the Fraser River mills to the Port Townsend paper mill. RIVERSDALE, HOMEWARD BOUND (ex-STAR OF HOLLAND), and DRUMWALL were at Victoria in June 1950. CARRICK, Br. hulk (ex CITY OF ADELAIDE). Being jury-rigged as a ship at Glasgow, for a museum.

CITY OF NEW YORK, Br. aux. 3m. sch. 1 May arr. Kingston, Ja.

COMDT. LOUIS RICHARD, Fr. aux. bkt. Up for auction 4 July at St. Malo.

ERNESTINA, Port. 2m. sch. 12 July arr Providence 39 d. from Fogo CVI; 11 pass.; no cargo. Refitting at Newport, R. I.

HISPANIOLA, Br. ship (ex 2m. sch. RYELANDS; rebuilt for Disney's 'Treasure Island') 28 May left Appledore, in tow RIFLEMAN; 1 June arr. Scarborough, where she is to become a museum.

JARRAMAS, Swed. tr. ship. To be decommissioned Malmö, Karlskrona, and Helsingborg bidding for her as a museum.

JOHN A., barge (ex-3m. sch.). Reported scuttled as breakwater at a log refuge, mouth of Nisqually River, below Tacoma.

LA MERCED, m/v. (aux. 4m. sch.). Docked 9 June before annual trip to Alaska.

LISA, Swed. 2m. sch. Built Denmark 1799 as HELENA, and claimed to be world's oldest vessel. Has been sold to scrappers.

MADALAN, aux. bgn. 28 July arr. Providence 18 d. from St. Vincent CVI; 38 pass.

ORMEN FRISKE, Swed. Viking ship replica.

Lost with all hands on German coast after passing Kiel Canal for Rotterdam.

SALMON P. CHASE, USRCs tr. bk. Built Philadelphia 1878, decommissioned 1907; 1912 USPHS hulk at Fortress Monroe, Va.: sold 1930 for \$10 for scrap; May 1930 sunk in Sunset Creek, off Hampton Creek, Va., by collision with a barge and subsequently blown up by Army Engineers. Robert H. Burgess of the Mariners' Museum has recently located what is left of her.

SOPHIE CHRISTENSON, barge (ex-4m. sch.). 28 April left Paulsbo in tow for Nootka Sound, having been sold to Tahsis Co. TJALFE, Dan. brig. Formerly clubhouse at Copenhagen; built 1853. Broken up at Elsinore last winter.

VIKING, Finn. 4m. bk. 31 May left Antwerp in tow GANGES; 1 June arr. Rotterdam.

WILLIAM ASHBURNER, Br.aux.3m.sch. 1 Feb.

1950 ashore on voyage Swansea to Sharpness; floated but had to be beached again with damaged keel.

WILLIAM NOTTINGHAM, cable barge (ex-4m.sch.). Scuttled as breakwater, mouth Nisqually River, with JOHN A.

WILLIAM TAYLOR, reefer barge (ex 4m.sch.)

Left Seattle for San Pedro in tow as SOUTHEASTERN; broke adrift; 19 July towed into Oakland by tug SEA PRINCE one week out, with 1 cf crew dead. Was bound for Peru, where she is to serve the fishing industry.

(With thanks for the above to Gordon Jones, Capt. Joseph Johnson, John E. Burlinson, Bob Goddard, Giles Tod, Capt. Leighton Robinson and Postmaster Carl Axel Jakobsson.)

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KENNEDY, Chris, "Apprentice in sail", Mast, pp.4-9, 38-39, February 1950. Ship TALUS, 1908-1912.

KOEIBEL, W.H., "Mystic seaport", Motor Boating, pp.24-26, 104-105, June 1950. Ill. The Marine Historical Assoc.

LYMAN, John, "The last American square-rigger", Mast, pp.4-11, June 1950. Ill. Bark ZAIULANI. Excellent photographs.

McFADDEN, Molly, "Steamboats on the Red" (Part 1), Beaver, pp.31-33, June 1950. Ill. The Canadian Red River.

SZYMANSKI, Hans, "Alte Schiffstypen Niedersachsens", Archiv für Niedersachsen, v.13, pp.667-711, 1949. 24 ill. Plans and portraits of ship types from Holstein to the Elbe.

TOMLINSON, H.J., "The golden age of sail", Grace Log, pp.8-10, May-June 1950.

Routine material on the clippers.

TOOLE, G.H., "Son of old Bristol", Mast, pp.12-14, Feb.1950. Ill. Biography of Samuel Plimsoll.

(We are not covering current literature as fully as we would like, and we urge readers to submit items for the above.)

IRISH PENNANTS

TWO MORE CANADIAN FOUR-MASTED SCHOONERS

To the listing on page 58 add:

L.C.TOWER, 564 gross, built Port Greville, N.S., 1915 by G.M.Cochrane for his own ownership; lost by fire July 1915. Her dimensions were identical to those of ADA TOWER, built the next year by Cochrane.

M.P.CONNOLLY, 1368 gross, built St.Laurent, P.Q., 1917 by Quebec Shipbuilding & Repairing Co.Lim. for Carter, Wood Shipping Co.Lim., Quebec; wrecked August 1918.

CROWLEY A SCHOONER, NOT A BARKENTINE

A letter to the Crowley Launch Co.of San Francisco brought the reply that the CROWLEY (LC pages 116-117) was a five-masted schooner with a single squaresail yard on the foremast. She was sold Brazilian in 1921, however, and is listed in Lloyd's Register until 1936 as the five-masted barkentine OLGA M. Does any reader have a photograph

MARIAN WOODSIDE'S EXISTENCE CONFIRMED

On p.73 we reported that the MARIAN WOODSIDE of 1891 is not in Lloyd's Register for 1892. Whether we looked under the correct spelling is questionable, as she is certainly listed for several years in the American Bureau "Record", owned by W.J.Woodside & Co., Belfast.

COUNTY OF LINLITHGOW NEVER FRIEDA

Dr.Jürgen Meyer has rightly called us to task for reporting (p.108) that COUNTY OF LINLITHGOW, later KATHERINE, was renamed FRIEDA. FRIEDA, of course, was a later name of COUNTY OF EDINBURGH. KATHERINE was renamed KATERINA in 1937 and kept that name until dropping from Lloyd's Register for 1946.

NEW NATIONAL FLAG: OKINAWA AND RYUKYUS

As of 14 June 1950, DOG of the International Code (yellow, blue, yellow, horizontally) with a triangle cut from the fly has been approved for use of fishing and merchant vessels registered in the Ryukyus Islands.

--H. O.Daily Memorandum

COMPLETION OF FOUR-MASTED SCHOONER LIST

On pp.9 and 10 of this issue, we complete the alphabetical listing of thumbnail histories of four-masted schooners of the Atlantic Coast. We have developed a few corrections and additions, and urge readers knowing of any mistakes or additional data to send them along, to appear as a unit.

LIST OF NETHERLANDS-BUILT VESSELS

Mr. Knijpenga's list of Netherlands-built vessels is continued on pp.11 and 12 of this issue, extending the record back through the year 1860. The original tabulation sent us by Mr. Knijpenga extended only from 1860 through 1900, and in adding 20th Century craft, we overlooked four sisters of the VOORBURG, built in the same yard for the same owners.

They were named VOORSPOED (1900 or 1901) VOORZORG (1901), VOORLICHTER (1902), and VOORWAARD (1903).

Jürgen Meyer, who sent us these names, also supplied two more name changes: SCHULAU ex VONTEM (1895), and ELLEN ex MARTINA JOHANNA (1891), both on p.144.

MORE LISTS TO COME IN LOG CHIPS

We have on hand a list of sailing vessels built in Norway since 1860, contributed by Captain Petter Malmstein; a list of iron and steel sailing vessels built in Germany; lists of United Kingdom launchings for 1835 and earlier years; a list of three-masted schooners built in the U.S.A.; and a list, compiled by LCDR W.J.L. Parker, of three-masted schooners built in Canada.

We have several other lists promised, including one of square-riggers built in the USA since 1870. We would appreciate receiving suggestions from readers as to further possible lists, and whether there are any preferences among the subjects mentioned above.

BOOKS

COLMAN, Edwin T., and GIBBS, Helen M., "Time, Tide, and Timber -- a century of Pope & Talbot", xvi, 480 pp; 34 ill; 4 charts; index; Stanford University Press, 1949.

Pope & Talbot are a West Coast firm founded in 1849 by two lumbermen from Machias, Maine, who went out to San Francisco in the Gold Rush. They established lumber mills on Puget Sound, bought a fleet of vessels to haul their cut, and set up a vast marketing organization. In 1925 their descendants sold out to the C.R. McCormick Lumber Company; but in 1938 they foreclosed and took back control of their properties.

This history is full of good narrative of corporate doings, since a great many records of those associated with the firm in its early days have survived. It is a good first-hand source of information on many phases of West Coast industries: tow-

ing, shipping, logging, land dealing, and retail lumber marketing. An appendix lists all the vessels owned by various branches of the firm.

Unfortunately, the authors are strange to the sea, and a few boners have slipped by. Describing a vessel as "a bark rather than a square-rigger" is one; on another page the SNOW & BURGESS is credited with a 32-foot hog in her keel; and the term "staysail" is not in their vocabulary. But these are rather minor points; and we understand, moreover, that a new printing will soon appear and will contain extensive corrections. "Time, Tide, and Timber" is recommended to all interested in the maritime history of the Pacific coast.

BIOGRAPHIES OF TWO CLIPPER CAPTAINS

COLMAN, Addie Cushing (Ed.), "Captain Moses Rich Colman, master mariner, Scituate, Massachusetts, 1807-1872; letters of a Yankee clipper ship captain", xiv, 119 pp; 24 pl; 6 ill; Dorchester, Mass., 1949. "George Blunt Wendell, clipper ship master, 1831-1881", ix, 207 pp; 15 ill; Mystic, Marine Historical Association, 1949.

These two books share some interesting features. Captain Colman's best known command was the ASA ELFRIDGE, whose fore lower topsail was embazoned with the letters "A.E.", and which was sold to W. F. Weld & Co.; Captain Wendell commanded the GALATEA, which was owned by W.F. Weld & Co., and whose name was lettered on her fore topsail, below the close reef.

Mrs. Colman has carefully edited Capt. Colman's letters home, adding every scrap of collateral information about his ships and voyages that she has been able to unearth. The result is a faithful picture of the activities of a shipmaster in clipper ship times.

More information is available on Capt. Wendell, since a large collection of his papers and journals, as well as letters, has been preserved and is now available at the Marine Historical Association.

WAUGH, Alec, "The Lipton story; a centennial biography", 277 pp; Doubleday & Co., Garden City, N.Y., 1950.

A readable biography of the famous America's Cup challenger, published in commemoration of the 100th anniversary of his birth.

THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (concluded from p.143)

RHODE ISLAND	KDLR Ex CASSIE F. BRONSON: see p.119.
RICAMERON	KHRJ Ex D.H. RIVERS: see p.127.
RICHARD T. GREEN	LEMJ Burned at Morgan, N.J., in 1927; no one aboard at the time.
ROB ROY	KJBJ 20 Nov. 1916 foundered 90 mi NE of Madeira; crew picked up.
ROBERT H. McCURRY	KSRG 19 Dec. 1920 foundered in 35-30 N, 73-15 W; crew picked up.
ROBERT H. STEVENSON	KSLP 13 Jan. 1906 lost with all hands but 1 on Diamond Shl., N.C.
ROBERT L. BEAN	LVQW 17 Feb. 1926 wrecked on Santa Rosa I., Florida.
ROBERT P. MURPHY	KVQD 20 Feb. 1924 burned in Merrymeeting Bay, Maine.
ROSALIE HULL	LVNP Register abandoned Dec. 1929.
ROSE E. MURPHY	KZBD Ex ANNIE: see p.118.
ROSEMARY	KJMS 7 Nov. 1930 lost by fire at Key West, Florida.
ROSTELLIAN	KVQG Ex PENDLETON SISTERS: see p.142.
RUTH MARTIN	LVQJ June 1929 sold British or Canadian.
RUTH B. COBB	KVQG 26 March 1919 wrecked at Barbuda, B.W.I.
S. A. SOUDER	ex-KDWQ Ex BERTIE & MAUD: see p.118.
S. P. BLACKBURN	KMSN 16 Jan. 1913 foundered in 34-40 N, 70-35 W; crew picked up.
SAGAMORE	KJLM 11 May 1907 sunk off E. Chp, Mass., by Norweg. ss EDDA.
SALISBURY	KSTL Dec. 1919 sold to Denmark. Later Finnish. Dec. 1933 blown ashore when towline broke, towing to Kotka in ballast.
SALLIE C. MARVIL	KRCF 20 July 1915 foundered off coast of Venezuela.
SALLY WREN	LJDQ 19 Sept. 1930 wrecked; no details.
SALLY PERSIS NOYES	LPDN Later CONSTELLATION: see p.119.
SAM C. MENGEI	LHBD 400-hp steam engine removed in Oct. 1917. 2 June 1918 torpedoed in 33-07 N, 73-46 W.
SAMUEL P. BOWERS	KRWM French MONTE CRISTO early 1918; torpedoed July 1918.
SAMUEL W. FATHAWAY	KSCF 26 Aug. 1924 foundered off Cape Hatteras, N.C.
SAMUEL W. TILTON	KHFN 17 Feb. 1898 wrecked at Chicamacomico, N.C.
SARA E. TURNER	LJWM Sold to Spanish owners in 1921.
SARAH C. ROPES	KJVT 19 Jan. 1904 wrecked on Wolf I. Shoals, Georgia.
SARAH E. PALMER	KJVT 2 Oct. 1898 lost with master and 7 men off Stone Inlet, S.C.
SARAH W. LAWRENCE	KJLM 10 Feb. 1909 wrecked on Hen & Chickens Shoal, Del.
SAVANNAH	KRGS 27 Dec. 1912 wrecked on Frying Pan Shoals, N.C.
SENATOR SULLIVAN	KHJN Document surrendered 22 April 1902; vessel wrecked.
SEUTH DEURN	ex-JMFT Ex ELIZABETH BANDI: see p.127.
SHEREWOG	LEST Oct. 1925 became barge; burned at New Orleans 4 Aug. 1926.
SIDNEY G. HUPPER	KDVM Lost early in 1889.
SIR THOMAS J. LIPTON	LPFM 11 Dec. 1940 to British registry.
SPINRIFT	LWBB Register abandoned 1924.
SPRINGFIELD	KQTP 8 April 1918 foundered in Gulf of Mexico.
STANLEY H. MINOR	KSOJ Renamed ALICE L. PENDLETON 1910: see p.118.
STANLEY M. SHAMAN	KNSV 5 Aug. 1918 submarine in 34-59 N, 73-18 W by U-140.
STAR OF THE SEA	KOJF Ex KATIE J. BARRETT. 26 Oct. 1911 wrecked on Florida Reefs.
STELIA B. KAPLAN	KJCF 18 Sept. 1911 lost on Tail of the Shoe, Virginia.
STILLMAN F. KELLY	KVBJ 14 Dec. 1909 lost on Salt Key Bank, Florida. Three-master.
SUSIE M. PLUMMER	(p.16) 25 Dec. 1909 found adrift off C. Flattery; 10 crew lost.
T. A. LAMBERT	KDQG 28 Nov. 1898 abandoned in 33-48 N, 72-05 W; 1 man lost.
T. N. BARNSDALL	MBSW Ex HAROLD G. FOSS: see p.129.
TALOFA	KGJF 2 Nov. 1893 lost with 2 crew on Cozumel I., Yucatan, Mex.
TAMAROO	KSFQ Ex HOPE SHERWOOD: see p.130.
TECUMSEH	KGJM Lost with all 11 crew 2 March 1892, Fenwick I. Shls., Md.
THALLIUM	KQDN 8 Aug. 1901 lost in ice off Ivitgut, Greenland.
THE JOSEPHINE	KJCP 3 April 1915 lost with 3 of crew off Kill Devil Hill, N.C.
THEOLINE (1st)	KVQB Early 1918 sold French; rn MONTE BIANCO; later Italian.
THEOLINE (2nd)	LHRI Foundered near Panama 1942, but still documented.
THOMAS A. WARD	KJSW 6 Dec. 1907 burned and abandoned 180 mi S of C. Hatteras, N.C.

THOMAS S. DENNISON KQGW 3 Jan. 1913 founded 100 mi S of Pascagoula.
 THREE MARYS KJWB 29 Sept. 1920 founded in 27-14 N, 87-35 W.
 TIFTON KVGN 29 Jan. 1926 lost with 2 of crew off Hillsboro Lt., Fla.
 TOLINA ~~in Brooks~~ LWNP 21 April, 1931 lost at sea with all 8 on board.
 TREMONT MCFV Later ISABELLA PARMENTER: see p.130.

VAN LEAR BLACK KGRN 18 Oct. 1924 lost by fire at Nuevitas, Cuba.
 VELMA L. HAMLIN LTQG 4 Sept. 1935 sold by court order at Fort de France, Martin.
 VERDUN (p. 44) Lost by fire in April 1920.
 VICTORIA S. LMGS Ex DAVID COHEN: see p.127.
 VICTORY KWLG Later FLCRENCE M. BELLING: see p.128.
 VIKING KFOM 29 Jan. 1913 wrecked on Guadeloupe, West Indies.
 VILLE DE DYMUIDE MDGS Later GRACE N. PENDLETON: see p.129
 VIRGINIA DARE LHGH 17 Jan. 1930 wrecked at New London, Conn.
 VIRGINIA PENDLETON LQRM 1 Nov. 1927 founded in 28-45 N, 76-30 W; 3 lives lost.

W. H. FREDSON (p.57) 4 May 1890 wrecked on Block I.
 W. H. WOODIN LQMJ Later B.S. TAYLOR; renamed 1923: see p.118.
 W. WALLACE WARD KFHS 2 Jan. 1900 founded while bound from Tampa to Carteret, NJ.
 WALKER ARMINGTON JWTG Engine removed Aug. 1897, Sept. 1897 sunk in Hampton Rds., Va.
 WELLINGTON LPGQ Renamed from ALEXANDER H. ERICKSON May 1923: see p.94.
 WESLEY M. OLER KJFV 5 Dec. 1902 lost with 10 crew off Hatteras Inlet. Had put
 into Nassau leaky, bound Orchilla to New York with guano; tug UNDERWRITER
 towing to New York.

WEYBOSSET HSQB Total loss 13 August 1890.

WILBERT S. BARTLETT LNDB 19 Dec. 1925 wrecked at Jupiter, Florida.

WILLIAM JOHNSON KGWB Missing since 31 Jan. 1898, Boston to Portland.

WILLIAM NEELEY KHDP Missing since 20 Dec. 1908, Carteret NJ to Savannah; 8 crew.

WILLIAM TAYLOR LJDH 1939 made ice storage barge, Astoria, Ore; at Seattle 1950.

WILLIAM B. PALMER KMPN 29 Sept. 1910 lost on Davis Shoal, Nantucket, Mass.

WILLIAM C. MAY LCKJ 21 June 1920 founded in 37-24 N, 71-30 W.

WILLIAM C. TANNER KHGT Missing since 25 Jan. 1909, Rockport, Mass., to Key West.

WILLIAM E. BOWEN JR. KTGS Sunk by Brit. ss ROKEBY 30 Nov. 1910, 300 mi E of Bermuda.

WILLIAM E. BURNHAM LBHD 5 Nov. 1937 founded in 21-09 N, 84-40 W.

WILLIAM H. CLIFFORD KMJH 8 Sept. 1917 submarine in 48-30 N, 12-20 W.

WM. H. HARRIMAN LVCW Scuttled at Los Angeles after collision with Rumanian
 ss PRAHOVA, Dec. 1940.

WILLIAM H. YERKES KRDH 7 Feb. 1915 wrecked on Frying Pan Shoals, N.C.

WILLIAM J. LERMOND KDCW 22 Dec. 1903 abandoned off Currituck Beach, N.C. 1914
 redocumented as barge. 5 Oct. 1923 founded at Lynnhaven, Va.

WILLIAM J. LIPSEY KLTH January 1901 lost on Winter Quarter Shoal, Virginia.

WILLIAM J. QUILLEN KTFW 13 March 1915 sunk by Norweg. ss LALY off C. Hatteras, N.C.

WILLIAM K. PARK KGPS 9 Oct. 1911 abandoned in 45 N, 50 W.

WILLIAM L. WHITE JTSF Lost at sea, November 1882.

WILLIAM M. BIRD KCTP 30 Oct. 1899 lost with 6 of 8 crew, bound Charleston, S.C.
 to New London, Conn., with lumber.

WILLIAM R. WILSON KWMH 13 Jan. 1912 wrecked at Pickles Reef, Florida.

WILLIAM T. HART KBMG Document surrendered 11 Dec. 1885; vessel lost at sea.

WILLIE H. CHILD KGQJ 17 Aug. 1911 wrecked on Beach Gull Shoal, N.C.

WINFIELD S. SHUSTER KSVN 27 Oct. 1911 wrecked on Isaac Shoal, Florida.

WINIFRED A. FORAN JVFB Ex bark ALICE, built Weymouth, Mass., 1881, by N.P. Kean;
 858 tons. June 1905 conv. 4m. sch at New London and renamed. 13 Feb. 1906
 abandoned off Cape Hatteras, N.C.

YOUNG BROTHERS KHSD 29 June 1910 lost by fire at Richmond, Maine.

ZEBEDEE E. CLIFF MCBV March 1942 sold to US Government for breakwater in
 Casco Bay, Maine. Burned there in 1946 or 1947.

LOG CHIPS

11

JULY 1950

SAILING SHIPS BUILT IN THE NETHERLANDS SINCE 1860 (Continued from p.146)

1868

BARON VAN PALLANDT VAN ROENDAAL	Comp. Ship	1244n	Meursing & Huygens, Am.	Huygens & Hardenberg, Am.
MEESTER JACOB VAN LENNEP	Bark	710g	W. & A.H. Meursing, Am.	W. & A.H. Meursing, Am.
DONEGAL			Gebr. Milne & Co., Aberdeen	
TWEE GEBROEDERS	Brig	3380	E.J. Bok & Zonen, Am.	E.J. Bok & Zonen, Am.
VIER GEBROEDERS	Bark	6600	Jer. Meyes & Zonen, Am.	J.H. Meyes
		1867		
ANTJE	Bark	7560	Gebr. Pot, El.	J.H. van Santen
CORNELIA	Comp. Ship	14560	J. Smit Czn., Al.	Builders
ELISE SUSANNA	Brig	2360	Gebr. Visser, Ro.	H. Muller & Co.
HOLLANDS TROUW	Bark	7560	Rijkens & Co., Ch.	J. Vreege, Al.
MINA	Bark	7520	de Jong, Kortland	Charante & Co.
NESTOR (Aux.)	Ship	16540	L. Smit & Zn., Ki.	Builders
NIEUWE WATERWEG II	Comp. Ship	14720	F.H. von Lindern, Al.	Builders
NOACH II	Ship	9450	J. Smit, Sl.	Fop Smit, Ki.
JAVA	1887		George Milne & Co., Aberdeen	
RIO DE LA PLATA	Brig	2600	Gebr. Pot, El.	P. Rademacher & Co.
SCHIEDAM	Ship	7550	G. Gips & Zonen, Sc.	A. Prins & Co., Sc.
BERTHA	1864			
's-CRAVENHAGE (Aux.)	W-IBK Ship	19980	Gebr. Pot, Bo.	Van Zeylen & Decker, Ro.
PRINS HENDRIK	1881		Voorhoeve & Jellier, Rotterdam	
UTRECHT (Aux.)	Comp. Ship	22000	Gebr. Pot, Bo.	Van Zeylen & Decker, Ro.
SENTA	1887		J. Hintze, Hamburg	
		1866		
CONSTANCE	Bark	3800	Gebr. Pot, Bolnes	Batenburg & Co.
ELISABETH	Ship	11340	F. Klous, Al.	Gebr. Goedkoop, Am.
IDA GEMTRUIDA	Bark	4550	W. & A.H. Meursing, Am.	Builders
JOHANNA	Bark	6300	Jer. Meyes & Zonen, Am.	Sobbe & Meyes
JOHANNA ANTONIA	Bark	3800	Joost Pot, Sl.	Batenburg & Co., Ro.
BATAVIER	1873		(Swedish)	
JOHANNA MARIA	Comp. Bark	8900	J. Smit Fzn., Sl.	J.R. Teder & Zonen, Ro.
MAASSLUIJS	Bark	9070	G.H. Uit den Boogardt, Ma.	Builder
L.R. KOOLEMANS BEIJNEN	(1879)			
JEAN BAPTISTE	1885			
VICE ADMIRAAL MAY	Bark	7560	Meursing & Huygens, Am.	Rutgers & Hissink, Am.
NELLY & HELENA	1880			
WIJK AAN ZEE	Bark	7560	T. Boelen, Am.	de Vries & Co.
WILLEM POOLMAN	Ship	16270	Gebr. Pot, Bolnes	Van Zeylen & Decker, Ro.
ZEELANDIA	Bark	7560	Bouwmeester	Spoor & Sprengers
			Borsius van der Leye, Mi.	
		1865		
ARIE EN BETSY	Bark	7560	J. Haverkamp, Am.	F.U.H. Reiger & Co.
BESTEVAER	Bark	7560	F.H. von Lindern, Al.	Bossevain & Co., Am.
CORNELIS SMIT	Bark	7560	J. & K. Smit, Kr.	Murk Leis, Al.
CORNELIS WERNA'D EDUARD	Cmp. Shp	892n	—, Slikkerveer	
EXCELSIOR	Brig	3800	J. Ceulvel, Am.	H. Rietveld, Am.
GRAAF LEOPOLD VAN			J. van Duyvendijk,	
LIMBURG STIRUM	Bark	7560	Lekkerkirk	Hartog & Glazener, Ro.
INSULINDE	Ship	9500	F. Groen, Am.	Gebr. Hendrichs & Co., Am.
JUPITER	Ship	9500	F. Klous, Al or Ki	Gebr. Goedkoop, Am.
KATHARINA MARIA	Bark	4060	Gebr. Pot, Bolnes	Batenburg & Co., Ro.
SOFALA	1872			

KOFFYBOOM	Ship	1865, continued
KOSMOPOLIT II	Ship	1280o Jan Smit, Czn., Al. F. Fokkens, Delfshaven
KATHINKA	1876	1077o C. Gips & Zonen, Do. Gebr. Blusse, Do.
LUCTOR & EMERGO	Bark	H. Bischoff & Co., Bremen
MINISTER FRANSEN VAN DER PUTTE	Comp Ship	756o Bouwmeester Borsius van der Leye, Mi. Builde
PRASIDENT SIMSON	Ship	1565o Gebr. Pot, Bo. Van Zeylen & Decker, Ro.
ROTTERDAM	Ship	H. Addicks, Bremerhaven
WILLEM	1880	749 Gebr. Poot, Elshout Hoogewerff & Chabot, Ro
JAN & CAREL	1886	
STAD DELFT	Bark	756o J. Smit, Czn., Al. J. van Delft, Delft
WATERLOO	Ship	756o F. Groen, Am. G. W. van Barneveld Kooy, Am.
EUROPA	Comp Ship	1864 J. R. Veder & Zonen, Ro.
GYSBERT KAREL VAN HOGENDORP	Bark	1275o J. Otto & Zonen, Krimpen aan de Ysel Hartog & Glazener, Ro.
HOEK VAN HOLLAND	Iron Bark	756o Lekkerkerk
JULIUS	1878	950o Fop Smit, Ki. Wm. Ruys & Zonen, Ro.
KANAGAWA	Comp Ship	H. Bischoff & Co., Bremen
NIEUWE WATERWEG	Ship	1216o J. & K. Smit, Kr. Murk Lels, Al.
L.J. ENTHOVEN	Bark	1360o F. H. von Lindern, Al. Builders
LICHTSTRAAL	Ship	756o F. Kloos, Al or Ki. de Groot, Roelants & Co.
SUSANNA JOHANNA	1875	1500o J. Smit, Fzn., Sl. Fop Smit / Sc.
LICHTSTRAAL	1879	Van Zeylen & Decker
JACOBA	1885	P. van der Hoog, Kr. Klopcke & Co.
MARIA & ELISABETH	Ship	1359o J. Smit Czn., Al. E. Suermont & Son
PHILLIPS VAN MARNIX	Ship	1516o Gebr. Pot, Bolnes Van Zeylen & Decker, Ro.
PROF. v.d. BOON MESCH	Bark	756o Meursing & Huygens, Am. Huygens & Hardenburg.
YMUJDEN	Bark	756o J. F. Haverkamp, Am. F. U. H. Reiger & Co., Am.
ZUID HOLLAND	Comp Ship	1275o C. v.d. Giessen, St. H. Veder
BERTHA		F. Roters, Bremerhaven
BATIAAN POT	Bark	1863 J. H. van Santen
CORNELIA	Iron Bark	756o Gebr. Pot, Elshout L. Bienfait & Son
DORDRECHT	Bark	756o Fop Smit, Ki. G. v. Hoogstraten, Do.
ELLINA	Ship	756o C. Gips & Zn., Do. Batenburg & Co., Ro.
GOUVERNEUR ELIAS	Brig	360o Gebr. Pot, Bolnes
JUNO	Iron Brig	275o W. & A. H. Meursing, Am. Bouman & v. Ryckevorsel
MARIE	Bark	250o W. & A. H. Meursing, Am. Gebr. Goedkoop
NEPHEUS	Bark	746o J. Smit Czn, Al. van Charante & Co.
SIRIUS	Bark	665o Gebr. Visser, Ro. Mees & Moens
STAD MEPPEL	Brig	470o W. & A. H. Meursing, Am. Gebr. Goedkoop
YMUJDEN	Bark	250o G. Swerver, Alkmaar B. W. K. Sypesteyn
ANNA SOPHIA	Iron Bark	756o Abbema & Haverkamp, Am. F. U. H. Reiger & Co.
EMERGENS	Iron Bark	1862
GERAID PIETER SERVANTIAS	" "	660o J. Abbema, Am. F. U. H. Reiger & Co.
JAVA PACKET	Ship	436o W. Meursing, Am. J. Rahder & Co.
ANTHONY VAN HOBCKEN	Bark	660o J. de Hoopg, Am. F. U. H. Reiger & Co.
JAN PIETERSZOON-KOEN		680o F. F. Groen, Am. G. W. Barneveld Kooy, Am.
BATAVIA	Bark	1861
DAGFRAAD	Ship	756o F. Kloos, Al. W. K. Sypesteyn, Krommenie
INDIA PACKET	Ship	Reisselman Bros, Nieuwdiep
HEEMSE	1381	740o J. & K. Smit, Kr. Murk Lels, Al.
ORANJE NASSAU	Ship	724o Jan Smit, Fzn., Sl. Fop Smit, Ki.
PEGASUS	Iron Bark	756o J. Smit, Czn., Al. Gebr. Hendrichs & Co., Al.
PRINDS OSCAR	Bark	716o C. Gips, Sc. de Groot, Roelants & Co.
		1860
		284o W. H. Meursing & Co., Am. J. Rahder & Co., Am.
		665g -----, Rotterdam